

The Hongkong Telegraph.

No. 3016

WEDNESDAY, DECEMBER 9, 1891.

SIX DOLLARS PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL £500,000.

LONDON.

Head Office: 40, Threadneedle Street.
West End Office: 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT.
Buys and Sells BILLS OF EXCHANGE.
Issues LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

E. W. RUTTER, Manager. [10]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital £1,000,000.
Subscribed Capital £500,000.

HEAD OFFICE: HONGKONG.

Court of Directors:

D. Gillies, Esq., Chairman.
Chen Kit Shan, Esq., W. Wotton, Esq.,
C. J. Hirst, Esq., Kwan Hoi Chuen, Esq.,
A. B. McKean, Acting Chief Manager.

ADVISORY COMMITTEE IN LONDON:

THOMAS CARMICHAEL, Esq.—Messrs. Dent, Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery & Co.
C. B. STUART-WORTLEY, Esq., M.P., for Hallam.
Geo. MUNRO, Manager.
Bankers:—The Alliance Bank (Ld.)

SHANGHAI.

ADVISORY COMMITTEE.
Hui Fu Yuen, Esq., Lin Kwan King, Esq.,
Ma Kie Tchung, Esq., Chu Ming Slang, Esq.,
Tong Kwei Sang, Esq.,
J. D. THORBURN, Manager pro tem.

Amoy:—H. Pinckney, pro Agent.
AGENCIES.
Canton:—Messrs. Shaw & Co.
Fookow:—M. W. Glegg & Co.
Hankow:—A. R. Greaves.
Hingpo:—R. M. Brown & Co.
Newchwang:—Messrs. Bland & Co.
Chefoo:—Messrs. Cornish & Co.
Yokohama:—E. B. Watson.
Manila:—Messrs. Harrison & Co.
Batavia:—Messrs. Knowles & Co.
Singapore:—Messrs. Anglo-Chinese.
Hainan:—A. L. Johnston & Co.
Penang:—Messrs. Sandilands, Buttery & Co.
Bombay:—National Bank of India, Ld.
Calcutta:—Do.
Madras:—National Bank of India and the Ceylon:—Bank of Madras.
Burmah:—Do.
France:—Credit Lyonnais.
Africa:—The African Banking Corporation.
America:—Bank of British Columbia.

THE Bank is now prepared to make advances on goods in neutral Godowns, and on other securities, at rates to be obtained on application; also to receive Money on Current Account or Fixed Deposit.
Interest for 12 months fixed, 5 per Cent.
CURRENT ACCOUNTS.
For Rates of Interest for other periods, apply to the Manager.
Hongkong, 20th November, 1891. [1429]

Notices of Firms.

NOTICE.

WE have authorized Mr. JAMES H. COX to sign our Firm Name for promotion in Hongkong and China.
TURNER & Co.
Hongkong, 8th December, 1891. [1427]

NOTICE.

THE Underigned has this Day established himself as AUCTIONEER and GOODS BROKER.
GEO. P. LAMBERT.
Hongkong, 7th December, 1891. [1424]

NOTICE.

TAI ON SHIP COMPANY, LIMITED.
I, U CHEUK TONG, have this day been appointed GENERAL MANAGER of the above Company.
U CHEUK TONG, General Manager.
Hongkong, 25th November, 1891. [1440]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.
NOTICE.
THE Underigned has RESUMED CHARGE.
By order of the Board,
N. J. KEE, Secretary.
Hongkong, 3rd December, 1891. [1446]

Masonic.

S. T. JOHN LODGE OF HONGKONG, No. 618, B.C.

A REGULAR MEETING of the above LODGE will be held in FREEMAN'S HALL, Zealand Street, on MONDAY, the 14th instant, at 8 for 8.30 p.m. previously. Visiting Brethren are cordially invited.
Hongkong, 7th December, 1891. [1443]

Intimations.

LANE, CRAWFORD & CO'S CHOICE WINES.

A YALA & Co's EXTRA-DRY CHAMPAGNE.
ADET SEWARD & Co's Choice After-Dinner CLARETS.
do. do. BURGUNDIES.
L. C. & Co's FINE OLD DESSERT PORTS.
SACCONI'S AMONTILLADO & MANZANILLA.

Brq Royal Saumur, Haut Lauterne.

RUDESHEIMER, HOCKHEIMER, LAUBENHEIMER.

CALIFORNIA AFTER-DINNER CLARETS AND BURGUNDY.

COURVOISIER'S BRANDIES. HENNESSY'S BRANDIES. EXSHAW'S BRANDIES.

VERY OLD LIQUEUR BRANDY, 1848 Vintage.

THE CARLTON CLUB WHISKY (11 years old).

MAPIER JOHNSTONE'S OLD SCOTCH (square bottles).

L. C. & CO'S TEACHER'S

"HIGHLAND CREAM."

DUNVILLE'S & HENRY THOMSON & Co's IRISH.

"STONEWALL" CHO CE OLD BOURBON.

"RED HEART" RUM, "PLYMOUTH" GIN (Very Superior), French & Italian VERMOUTH.

GINGER WINE and GINGER BRANDY.

MILK PUNCH, CHERRY CORDIAL.

APRICOT BRANDY, CHARTREUSE, CURACOA, MARASCHINO, "D.O.M."

ANGOSTURA, BOKER'S, ORANGE, DANVITA, CHIRETTA & BOLIVAR BITTERS.

BASS'S PALE ALE, GUINNESS'S DOUBLE STOUT.

THE JAPAN BREWERY & Co's LAGER BEER.

LANE, CRAWFORD & CO.

Hongkong, 4th December, 1891.

MOUTRIE, ROBINSON & CO.

(THE PIANO, ORGAN AND MUSIC WAREHOUSE).

PIANOS,

PIANOS,

PIANOS.

BY ALL THE LEADING MAKERS OF THE WORLD, INCLUDING:—
NEW PIANOS, by

BROADWOOD,

COLLARD & COLLARD,

CRAMER,

PLEYEL,

HOPKINSON,

BRINSMEAD,

RUSSELLS,

(Transposing Pianos).

SCHIEDMAEYER,

RACHALS,

ROSENKRANZ.

NEW PIANOS.—

The "UNIQUE" MODEL.

The "BOUDOIR" "

GRANDS.—

BROADWOOD,

COLLARD & COLLARD,

PLEYEL.

YACHT PIANOS

(Folding Key-boards).

HOPKINSON,

CHAPPEL.

2nd-HAND.

BROADWOOD (COTTAGES),

(PIANETTES),

COLLARD & COLLARD (COTTAGE),

PLEYEL,

STRAUSS,

SCHROER,

and several others.

PRICES RANGE FROM \$150 TO \$300.

All the above instruments can be purchased by

MONTHLY PAYMENTS.

Being by far the largest Importers of Musical Instruments in the East, MOUTRIE, ROBINSON & Co. are enabled to offer customers every possible advantage in SELECTION and QUALITY and at

HOME PRICES.

MONTHLY PAYMENTS.

PIANOS ON HIRE FROM \$8 PER MONTH.

Having just received (at our Hongkong and Shanghai houses) a shipment of over—
TWO TONS of Music, containing every possible style and variety, we will from this date to the 31st December, offer a discount of 20 per cent. on all Sheet Music and Editions—PETERS, LITOLF, and AUGENER.

VIOLINS, BANJOS, GUITARS, MANDOLINS, ZITHERS, DULCIMERS, ACCORDEONS, CONCERTINAS, FLUTES, PICCOLOS, TAMBOURINES, STRINGS, BOWS, BRIDGES, MUTES, PITCH-PIPES, TAIL-PIECES, PEGS—
In fact, every kind of Instrument and Fittings possible.

Call and inspect our stock or obtain our Illustrated Catalogue before buying elsewhere.

MOUTRIE, ROBINSON & Co.

UNDER HONGKONG HOTEL,

HONGKONG,

(And at London, Shanghai, Kobe and Yokohama).

The ONLY FIRM in the Far East devoting themselves entirely to the Music Trade.
Hongkong, 26th November, 1891. [1460]

W. BREWER

HAS JUST RECEIVED.

CHRISTMAS NUMBERS OF

GRAPHIC, ILLUSTRATED, PICTORIAL WORLD, BLACK and WHITE, YOUNG LADIES JOURNAL, and OTHERS.

W. BREWER'S

UNDER HONGKONG HOTEL.

Hongkong, 4th December, 1891.

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY, ESTABLISHED 1825.

INVESTED FUNDS £7,000,000 Sigs.
ANNUAL INCOME £900,000 Sigs.

BOARD OF DIRECTORS, SHANGHAI:
R. E. WAINWRIGHT, Esq.,
AUGUSTUS WHITE, Esq.,
F. H. BELL, Esq.,
NEIL MACLEOD, Esq., M.D., Medical Officer.
W. T. PHIPPS, Esq., Chief Agent.

AGENCIES:

Amoy—Messrs. Brown & Co.
Canton—Messrs. Rowe & Co.
Chefoo—Messrs. Cornish & Co.
Fookow—Messrs. Phipps, Phipps & Co.
Hankow—Messrs. W. Forbes Sharp & Co.
Kobe—Messrs. Brown & Co.
Nagasaki—China & Japan Trading Co., Ld.
Newchwang—Messrs. Bland & Co.
Ningpo—Gustav Kultau, Esq.
Peking—Dr. Dudgeon, Medical Officer.
Swatow—Messrs. Bland & Co.
Tientsin—Messrs. Wilson & Co.
Yokohama—Messrs. Fraser, Peiley & Co.
The Standard is an old and wealthy Scottish Office, well-known throughout India and the East, and has acquired a marked character for sound and liberal management.

DODWELL, CARLILL & Co., Agents, Hongkong, Standard Life Office.

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED £1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE.

No. 2, OFFICE ROAD WEST.

Hongkong, 1st February, 1882. [1416]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000; \$833,333-33.

RESERVE FUND \$315,000-00.

BOARD OF DIRECTORS.

LEE SING, Esq., LO YUK MOON, Esq.,
LOU TAO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1885. [1418]

Hotels.

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes' walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, dry and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in expert hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.

A. F. DO ROZARIO, Manager.

Hongkong, 1st September, 1891. [1412]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG."

Captain Roach, will be despatched for the above Ports, on FRIDAY, the 11th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 8th December, 1891. [1436]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, TRIESTE, VENICE AND FRIULI.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PARSIPPO, RED SEA, BLACK SEA, LARNA, and ADRIATIC PORTS.)

THE Company's Steamship

"MARIA TERESA."

Captain R. Duperis, will be despatched as above on TUESDAY, the 22nd inst., at Noon. Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to DAVID BASSOON, SONS & Co., Hongkong, 5th December, 1891. [1474]

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE."

Captain Davies, will be despatched as above on or about TUESDAY, the 24th December.

Shipping.

STEAMERS.

"UNION" LINE OF STEAMERS.

FOR NEW YORK (VIA SUEZ CANAL).

THE Steamship

"COLLINGHAM."

Captain Watson, will be despatched as above on or about the 15th December, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 7th December, 1891. [1438]

NIPPON YUSEN KAISHA.

FOR HONOLULU.

THE Company's Steamship

"YAMASHIRO MARU."

will leave "YOKOHAMA" for HONOLULU (DIRECT) on or about the 27th inst.

Cargo and Passengers will be sent forward by the Company's Steamship "HIROSHIMA MARU" leaving here on or about the 23rd inst.

For Freight or Passage, apply to GEO. R. STEVENS & Co., Agents.

Hongkong, 1st December, 1891. [1462]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. American Bank

"MARTHA DAVIS."

Pendleton, Master, now due, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Hongkong, 2nd December, 1891. [1463]

FOR NEW YORK.

THE 3/3 L. I. American Ship

"SACHEM."

Barlett, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Hongkong, 2nd December, 1891. [1464]

Mails.

CANADIAN PACIFIC RAILWAYS.

ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of Japan | Tuesday... | Jan. 5th.

Empress of China | Tuesday... | Feb. 2nd.

Empress of India | Tuesday... | Mar. 2nd.

THE R. M. S.

"EMPEROR OF JAPAN."

5,900 tons, Captain Geo. A. Lee, R.N.R., sailing at Noon, on TUESDAY, the 5th Jan., with Her Majesty's Mails, will proceed to YOKOHAMA, via SHANGHAI, inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars).

FROM HONGKONG, FIRST CLASS.

TO

Yokohama, Victoria, Esquimaux, New Westminster, B.C., Seattle, Tacoma, Portland, O., San Francisco, Wash.,

Portland, Ore., San Francisco, Wash.,

San Francisco, Wash.,

San Francisco, Wash.,

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San Francisco, Wash.,

San Francisco, Wash.,

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro | Saturday 19th Dec.

City of Peking | Thursday 4th Feb.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via YOKOHAMA and HONOLULU on SATURDAY, the 19th Dec., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O.,

qualifies to the best advantage. Obedient light was sighted on the station beam at 5 a.m. at which time we encountered several heavy squalls with a little rain. Dodd Island was passed at 2 p.m., and the sea became much smoother as we neared land, so that the passengers were enabled to enjoy a fairly good night's rest that was only pleasantly broken at 12.15 a.m. by the welcome sound of the anchor being dropped in the outer harbour of Amoy, after a smart run of sixteen hours and fifteen minutes, covering one hundred and thirty miles. Sunday was spent quietly and uneventfully, and on Monday the harbour was gaily decorated—most of the vessels of which there were many, displaying the Code of Signals, and flying symbols of congratulation to Miss Fenning and Captain Jensen, master of the barque *Sebastian Bach*, who were married at 3.30 p.m. at the Union Church, Kulangoo.

It appears that there has been considerable excitement and apprehension felt in Amoy for some little time owing to a threatened attack of some rioters who, headed by a number of Koloa Hwei men, were advancing upon the post from the country. Consuls, aided by the Taoist, managed, however, to intimidate them sufficiently to alter their plans and arrest their further progress, and now all seems quiet again, but a man-of-war would give a sense of security that is no seldom felt by the numerous foreign residents. Although I have spent some of the unhappiest days of my life in Amoy, yet there is something about the place which recommends itself to one's sympathy. Being so peaceful and so quietly picturesque it arouses my warmest feelings, and in departing I can but say again and for the last time—

Farwell, Amoy! In sadness I depart,
For 'mid thy rocks repose still my heart!
My fleeting hours upon thy tranquil shore
Will be remembered till my days are o'er
With mild regret.

Farwell! I sequester'd nooks and sunny scenes!
Remembrance for a moment intervenes,
And, touching then and now with kindly rays
Fast setting in the sky of bygone days
Brings peace of mind.

Farwell! I tug harbour, with your old-world ships
And antiquated sailors from whose lips
Strange drowsy chaunts I've heard at noon
And eve

That into melody the wind would weave
The wind and tide.

Farwell, half-hidden homesteads grandly graced
By Nature's fairest foliage interlaced,
Where weary eyes and hearts find happy ease
Beneath huge boulders and o'erhanging trees
Near to the sea.

Farwell! majestic highlands! when the crown
Of dying Day declines upon a frown
Of unseen flowers, lone groves of wind-swept firs,
And little quaint time-hallowed sepulchres
Watch'd o'er by Death.

Grim sentry, keep your silent watch until
Above the rugged crest of yonder hill,
Far Eastward, in the early morning skies
The everlasting star of Life shall rise
To give you rest.

Great Death! my wondrous mind doth often rest
Upon your silent home, and in the west
Can picture you alone in calm survey
Of countless ages, looking far away—
Whence Life shall come.

At eight bells—four o'clock, on the afternoon
Of November 30th, the *Formosa* again leaves
for Amoy, bound for Swatow and Hongkong. It is
the close of a bright day and the soft rays of
twilight, blending in sacred tranquillity with the
shades of approaching night, illuminate the
western landscape, where the lonely and imposing
heights of distant mountains loom up in bold
and solitary grandeur amidst the sad, mellow
shadows of parting day, and with them, in hazy
blue, disappear in the fading light and leave
but the nearer ranges, on the gloomy crest of
which some few hoary trees at intervals rear
themselves like grim sign-boards on a deserted
highway, and, in some places, gather together
in exiled companionship and form an avenue
where only the soft airs of night whisper
and sing; and where only the harsh winds
of the tempest will and complain in a lofty
wilderness of silence and death; when the
fate of a bygone generation sleep side
by side, at rest, where the great sun, play-
fully smiles his warmest smiles and lingers in
the evening, and below which the three waves
cast themselves upon the shore and sing their
old-world melodies for ever and for ever.

It is pleasant to steam leisurely down the
harbour and to meet the lowly fishermen
who, from afar, come gliding home over
the deep rippling waters as the warm shades
of evening flicker on their amber sails. All
seems quiet and beautiful, such scenes as
these can only be appreciated and traced out
in natural and lasting beauty by some rare
Claude or Turner. But this may never be! And
you, ancient building, to the eastward, nestling
beneath the far-spreading foliage of old verdant
trees, with its gabled roof, and yellow well-worn
steps, leading to the open door near which those
poor Taoist priests are fawning some weird
Gregorian chant at eventide, may never, in its
respectable and sublimely-solemn decay, be
painted as a quaint old scene by the hand
of any artist, who, perchance, may pass
beneath the shadow of its lichen and see where
the children of another age will likely stand
on the broad terrace above, and lean over the moss-
grown creviced balcony in that dear old shady
place, watching the great ships come and go for
years and years in the days of long futurity.

Below this small antiquated village, with its
glimpses of venerable and fantastic architecture
gives a homely appearance to the eastern scene.
We now steam swiftly past a quiet spot where
some few industrious workmen are building
a small junc to the sea, a reconstructed yard near
the beach and where the friendly shade of trees
covers the skeleton of this infant vessel which
will soon sail out to sea and be anxiously watched
by the wives and lovers who stand together
on the sea-front every morning and evening
and—like the good people of our land—
prayerfully watch, through calm and storm, the
going and coming of the ships that bear their
loved ones to and fro on the watery highway of
toll and danger.

I wonder how long that guest
old junk has been trading between the shores of
India and China! Many a year, I should
imagine by its venerable aspect, for tilts of grass
are now peeping through chinks in the high
bulwarks, and the stout masts, from
which those fast rotting ropes hang idly down,
are of a rascal hue that only age can colour so
effectively. And that old white bearded man, sitting
up there, near where the stem-light hangs,
seems by his resigned look and contemplative
mood to know that his last voyage and last
watch are likewise over. But he will never for-
sake the old craft which has carried him safely
for many and many a year, and is now again
bearing him slowly toward to some other
tropical shore.

There is a grateful air of age and decay here
that, on the going down of the sun, reminds one
easily and reverently how short is the day of our
life and how soon the golden shadows of the
evening will close in on our frail bark, and we
shall drift down the last league of the Great
River of Years and with the pbb tide of night
float out on the bosom of eternity.

Onward the *Formosa* went at full speed, soon
leaving the pretty landscape for calm and

getting into deep waters that were still disturbed
by a strong north-east wind; and the recent gale
had left a heavy swell that rolled with us to the
southward and at times caused the vessel to work
considerably. We steered about west by south
half south, on which course the Lammoocks
light was sighted at 12.45 a.m. bearing west by
south; and at 9.45 a.m. we passed it at a distance
of one and a half miles to the southward, at
which time engines were reduced to half
speed, and one of Butterfield and Swire's
boats, which had been for some time
following us, steamed past on our star-
board side and went ahead at full speed,
but only to arrive in Swatow an hour or two
after us. Cape Light was sighted right ahead
at 2.30 a.m. and at 2 a.m. the Sugar Loaf light
bore W. by N. Soon after midnight the wind
increased gradually until 4.30 a.m., when it blew
a fresh north-easterly gale with following sea;
sky cloudy and overcast. Then the ship was
slowed down until passing the Cape of Good Hope
when we again went full speed ahead and at
6.55 a.m. made fast to the buoy in Swatow—this
trip was accomplished in fourteen hours and
fifty-five minutes. During the day very little
work was carried on board and in the afternoon
the third officer and one of the engineers went
for some distance up the Han river, in search of
game, and returned in the evening with a very
creditable bag. The scenery and walks about
Swatow are very picturesque but to obtain an
idea of their whereabouts it is necessary to go
ashore, as the view from the harbour is most
deceiving and misleading to strangers. The
vessel remained in harbour during the night and
next day shipped a large quantity of cargo—
chiefly molasses in wooden tubs before proceed-
ing on her way. All being in readiness at 4
p.m. the usual formula of "clearing" was gone
through and we were soon speeding onward for
Hongkong where we arrived at 8 a.m. next
morning. It is needless to expatiate on the
varied and pleasing scenery that encompasses
the approach to this harbour—it is already well
known.

In conclusion I must heartily thank the
Captain and officers of the *Formosa*, who, by their
courteous attention and hospitality, have
much enhanced the pleasure of the trip from
Tamsui to Hongkong.

CHAS. J. H. HALCOMBE.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by
Correspondents in this column.]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Having seen in your issue of November
28th a paragraph calling attention to a "Terrific
Rumour" at the headquarters of the Shanghai
Mercantile Marine Officers' Association, I should
like to see in some future issue a denial to that
paragraph as from beginning to end it is an
unmitigated lie, no other epithet being strong
enough to condemn such a libel. I am happy
to say as President that there never has been
disagreement enough among the members to
cause a "rumour," and I consider that we have
among our members the feeling towards each
other also that amount of respect to the cloth in
general, although being "common sailors," not to
cause such a disgraceful exhibition as you state.
Your informant must be a very Tom Pepper
before he could have made up a story of the kind.

Hoping that you will see fit to deny the state-
ment contained in the paragraph, also to publish
this letter if you can find space enough in your
valuable paper.

I remain, Sir,

Yours faithfully,

SPENCER WILDE,

President, Shanghai M. M. O. Ass.

Shanghai, 5th December, 1891.
[We publish the above with pleasure. Our
informant, we may add, was a member of
the Shanghai Association who lately came
from the North, and we are at a loss to
comprehend why he should have made
such a statement. It is probably a case of
the wish being the father of the thought
added to a flight of elastic imagination.—
ED. H.K.T.]

A RIDE TO LITTLE TIBET.

BY THE REV. HENRY LANDELL, D.D.,

M.R.S. F.R.G.S.

Though only midway between Moscow and
Peking, we were now really in China, which, by
a very simple process of dichotomy, may be
divided into China within, and China beyond,
the Wall. Of the eighteen provinces of China
proper, I need say little here, while extramural
China may be divided into Manchuria, Mon-
golia, Tibet, and the westernmost portion of the
Empire now called Sinkiang, or New Province,
consisting of what was formerly known as Sun-
garia, the portion of Kan-su north of Gobi, and
Chinese Turkestan. Sungaria calls for separate
attention by reason of the configuration of its
surface, for here it is that occur the
three depressions in the mountain chains
that encircle the Empire on the west.
Through these depressions the devastating
hordes of Jenghis Khan advanced westwards,
and, should a railroad ever be laid
from Moscow to Central China, it will be here,
probably, that the line will pass from the
lowlands of Russia to the highlands of Mongolia.
In Northern Sungaria there are no towns of
considerable size. The busiest mart in this part
of the country is Chumchak, or as the Chinese
call it, Tashkent. Here has been stationed
since 1882 a Russian Consul, whom I met at
Omsk in that year on his way to join his
appointment after the retrocession of Kuldja.
Not far from Chumchak is Durbulin, where are
Chinese and Manchu soldiers, who may be seen
at sword exercise, still bearing antiquated shields
a yard or more in diameter. The Imperial
Government employs also Kalauk mercenary
troops, gathered from those who once had
possession of the soil. It is through the
Khan, who dress like Chinese mandarins, the
Kalauks still are ruled.

KULDJA RUSSIAN AND KULDJA CHINESE.

My coming to Kuldja had been provided for
and a lodging hired in what were pronounced
the best quarters in the town. Let no one
suppose, however, that this signifies apartments
palatial; but rather an empty room in a native
house, large indeed and airy, with glazed win-
dows, and walls recently white-washed in my
honour, but without flooring; and the bare earth
only partially covered with a matting of rushes.
Here was deposited more than a ton of baggage,
much of which had been obligingly received
for me by the Russian Consul, Mr. Victor
Bomanovich Uperensky. Calling next morn-
ing at the Consulate I found this gentleman sur-
rounded by his staff, including Mr. Nicholas
Boromani, Dragoman, Secretary, and several
interpreters. Presenting credentials from St.
Petersburg, I stated that I wished to go to
China-Turkestan, and intimated that I had a
letter from the Chinese Legation in London to
present to the Tahan Talun, or Chinese Governor
of Ill. This authority, it was replied, was living
in Suining, but a letter written in Manchu should
be sent, stating that I was in Kuldja, and asking
an audience. Meanwhile everything should be
done that was possible to further my wishes
and speedily than which, in the absence of an

English Consul, nothing could have been
kinder or more helpful. I was now free to
look about the town, which, since my former
visit in 1882, had been given back to the
Chinese, who had transferred the capital of
the Ill valley to Suining, called by the
Russians Suldun. Accordingly, the Czar's
technicians and troops, having been with-
drawn, the town was too large for its present
inhabitants, and numbers of houses, which
before were full of overflying with Europeans,
were now empty and crumbling to decay. This
change was less noticeable perhaps in the
Taranchi, on native quarters, where the flat
earthen roofs, frequently used for storage, afford
so uninteresting an aspect, though their effec-
tiveness is relieved here and there by verdure, and
the movement of the human below. Moreover,
the Taranchi bazaar differs from others of Central
Asia, further west, in that the women go
about unveiled. The Taranchi women wear
Turkish khalats, while the Dungan women,
their sisters in creed though not in race, wear
themselves in robes of Chinese cut that
fold across and button at the side. Both
wear low stiff cylindrical hats with conical
tops, but these are for summer or home wear.
Others appear in large hats of fur. Perhaps it
is hardly fair to compare Kuldja under the
Russians with Kuldja under the Chinese, since
this town is no longer the capital. Otherwise
the place has unmistakably deteriorated. The
Russian Governors in Turkestan appear to take
more interest in the education and develop-
ment of the natives, whereas the remnant made
to me, locally, of Chinese mandarins in general,
was to the effect that their one object is to enrich
themselves as speedily as possible, and provided
this is done, all else may go "to the dogs."
At the same time I ought to add that I saw
indications to the contrary, and heard of
public testimonials being presented to certain
mandarins whose administration appeared to
have been acceptable to the people. For my
own part, I have reason to speak warmly of
the reception accorded me by the Tahan Talun, who
quickly sent to say that he would receive me
at my convenience. The meant a little
accompanying of fifty miles there and back to Suining.
Approaching the town we passed a public
building, before the roof gateway of which were
erected two masts, usually seen before Chinese
Government offices. On asking what the
building was, it was difficult to make out from
the reply whether it was a temple or a theatre.
Perhaps it was both, for the heathen Chinese
are great believers in the alliance of "Church
and stage;" build them close together, and
readily turn from one to the other.

PERING.

November 28th.

Last night the second meeting of the Peking
Oriental Society was held at the Japanese
Legation, when Dr. Forke of the German
Legation delivered a very entertaining lecture
on "Peking Street Pedlars and Hawkers."
The proceedings were highly amusing and
instructive. Many of the street sounds, both
vocal and instrumental, so familiar to dwellers
in Peking, were reproduced by the lecturer to
perfection, and created roars of laughter. In
the discussion that ensued at the end of the
address, a good deal of curious information was
disclosed. Dr. Forke mentioned the remark-
able fact that not a single Manchurian is to be found
among the itinerant hawkers of Peking. The
different hawkers have no guilds as is usual
among regular merchants. A large revenue is
collected by the Police from those pedlars who
expose their wares on the public streets. They
must pay a certain sum for this privilege, the
amount being regulated by the state of the
pedlar's business. Dr. Martin related an
amusing discussion he once heard between a
barber and a chiropodist, as to which of them
took precedence in the community. After the
barber had stated his case the chiropodist
settled the matter by arguing that he must
take precedence of the barber because he could
sit in presence of the Emperor while cutting his
Majesty's corns, while the barber had to
stand while shaving the monarch's coils. Mr.
Drew made some remarks about the probable
origin of the barber's pole, and altogether a most
enjoyable evening was spent.—*Mercury.*

BITS OF INFORMATION.

A watch ticks 160,141,000 times a year.
The United States were first out of debt in
1845.

New York was named after the Duke of
York.

Imprisonment for debt is still in force in
France.

"Every man has his price" is ascribed to
Walpole.

There are more Germans than Irish in the
United States. Of the immigrants to the United
States Germany sends more than twice as
many as Ireland.

The human brain weighs one-thirty-fifth of
the whole body.

Russia in Asia is credited with 6,510,820
square miles, exclusive of the Arctic islands.

The area of Arabia is reckoned at 1,553,430
square miles, and its population only 3,470,000.

The United States has 10,000 miles of coast
line and 4,000 miles of land frontier inviting the
business of the smuggler.

In 1865 the interest-bearing debt of the United
States amounted to \$2,332,000,000. To-day it
is over \$600,000,000.

About the year 1200, wooden heels were
discontinued, and leather heels were used instead.

In 1898 the most of morocco leather was intro-
duced into Lynn by Ebenezer Breed.

In its narrowest sense Europe includes only
3,570,030 square miles, and in its widest sense,
with the Polar islands and the south slope of the
Caucasus, 4,092,000 square miles.

The sun gives us 600,000 times as much light
as the full moon; 7,000,000,000 times as much light
as the brightest star in the sky, and 36,000,000
times as much as all the combined stars of the
heavens.

The eminent British antiquary Sir Charles
Claiscock, says that numerous ruins exist in
Southern Greenland, which are evidently relics
of Norsemen who dwelt there centuries before
Columbus discovered America.

There are six tunnels in the world which have
a length exceeding 21,000 feet—St. Gotthard,
Mont Cenis, Hoosac, Severn, Northcote, and
Sutcliffe. The longest, is 4,340 feet;
Sutcliffe, the shortest, is 21,200 feet.

The oldest house in the United States is said
to be a stone dwelling standing in the town of
Guilford, Conn. It was built in 1630 and is
still occupied. It was a refuge for settlers during
the dark days of King Philip's war.

The English sparrow was introduced into the
United States in 1861. Now he ravages thirty-
seven States and six Territories, comprising an
area of 835,000 square miles, and in Canada he
is familiar over 160,000 square miles of territory.

If a division of the real estate of this globe was
made, each one would only have a small lot.
Some one has figured it out that taking the
whole land surface of the globe into considera-
tion, there is, on an average, twenty-two and
one-half acres to each person.

NEWS AND GOSSIP.

Paris has 181,000 foreigners.
England has 12,800 Irish soldiers.
Paris talks of an underground railroad.
Brussels is to have an elevated cable road.
Viscount Dudley is insured for 46,000,000.
Extensive harbor works are in progress at
Natal.

A severe form of influenza is prevalent in
Silesia.

Tasmania has discovered silver mines far
richer than any in Australia.

The lay brotherhood organized last year by
the Bishop of London has collapsed.

The movement to prevent Kossuth with an
estate in Hungary meets enthusiastic support.

Berlin police are armed with carbines to be
ready for any disturbances incident to winter
distress.

The latest strike in Europe is a model strike,
or a strike of the models, which of course is the
same thing.

Princess Beatrice's last baby, born on October
4th, was Victoria's twelfth grandson and thirty-
fourth grandchild.

Rebustian's mother has died in Odessa at
the age of eighty-six. She was her famous
son's first teacher in music.

Argentine refrigerators steamers in the frozen
meat trade are successfully exporting frozen fish
caught in the interior lakes.

The Ulster linen trade is so prosperous that
the wages of employes have been voluntarily
increased by the employers.

The London health authorities have received
notice of an extensive outbreak of pneumo-
pneumonia in South London.

The British Fair Commissioners have
published their report and expect that the Chicago
Exhibition will be a great success.

The British Museum is gathering a stupendous
collection of newspapers. Additions for one
single year comprise 170,838 numbers.

The largest private steamer afloat belongs to
Comit Strigandoff, a Russian yachtman. It is
called the *Zebra*, and has a tonnage of 1,072.

The largest engine in England is the product
of the Hirschen Works of Munich. It weighs
eighty-four tons and moves a load of 200 tons.

The Amsterdam diamond-cutters are deploring
the restrictions upon the output of diamonds
effected by the South African Diamond Trust.

Great Britain and its dependencies have
received signed contracts granting them six
acres at the Chicago Exposition, Denmark will
have about one acre.

Mme. Witt, the retired opera singer, who lately
committed suicide by jumping from the fifth
story of her house, had a voice of wonderful
range and power.

One result of the spread of the Mohammedan
religion in Africa is to make tribes that formerly
disposed of their captives by cannibalism, save
them and sell them for slaves.

The newest scroboatic feat is by a London
cyclist named Minting, who, after the manner of
the artist who used to roll a ball, rides a
unicycle up a spiral 20 inches wide and 100
feet high. He has been stretched below.

The colony of Sierra Leone is 103 years old, yet
there is no machinery there except the sewing
machine. The population is upwards of 50,000,
and not a saw-mill nor any other kind of mill is
in operation.

The Queen of Roumania will probably make
a prolonged visit to the Isle of Wight, in the
hope of regaining her lost health. Queen Victoria
sent several messages of sympathy to her during
her illness at Venice.

In the year 1888, according to the *Economist*
Franchise, there were 23,472 divorces in the
United States, or nearly 4,000 more than were
granted in France, England, Italy, Germany,
Holland, Sweden, Norway, Roumania, and
Canada together.

The French law against any other form of
betting on race-courses than the pari-mutuel is
infringing to such an extent that the Prince
de Sagan, President of the French Steeplechase
Society, declares that he will lay the grievance
before the Minister of the Interior.

"I have lost my third husband. I am now
disgusted with marriage. *Vive la Commune!*"
was the letter left in Paris by an old Commune
who committed suicide at the age of fifty-seven.
She had been condemned to death in 1791, but
was transported to Noumea with her first
husband.

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falcous & Co.'s Register.)

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